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**Amendments to the Specification:**

Amendments to the specification are presented below with replacement paragraphs marked up to show changes made relative to the immediate prior version.

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- Please include the following paragraph right before the “Detailed Description” on page 8:

FIGS. 7A and 7B show a perspective view and a close-up view of an airplane seat using a coupling according to one embodiment of the invention.

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- Please replace the 3<sup>rd</sup> full paragraph on page 9 with the following amended paragraph:

FIG. 3 illustrates, in exploded form, coupling 54. Coupling 54 typically comprises a pair of hub assemblies 10 (denominated 10A and 10B) together with center member 58, which in the embodiment of FIG. 3, is shown as a circular disc. As constructed, center member 58 is positioned intermediate the hub assemblies 10 and received by both such assemblies 10A and 10B.

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- Please replace the 1<sup>st</sup> full paragraph on page 10 with the following amended paragraph:

In use, center member 58 is positioned between respective inner faces 50A and 50B of hub assemblies 10A and 10B. By appropriately rotating one hub assembly (10A or 10B), each pin 18 will align with and pass through an opening 62 of center member 58. Such

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rotation would equal sixty degrees in the exemplary coupling 54 of FIG. 3. Each opening 62 advantageously is only slightly larger than the diameter of its associated pin 18, although other size relationships could exist instead (particularly if pin 18 is not generally cylindrically shaped or opening 62 is non-circular). FIG. 3 also shows each pin 18 having an axis (shown in dotted lines), and that the axes of the pins of the first hub assembly 10A are parallel but not coincident with the axes of the pins 18 of the second hub assembly 10B.

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- Please replace the 2<sup>nd</sup> full paragraph on page 10 with the following amended paragraph:

After passing through a corresponding opening 62 of center member 58, each pin 18 is then received by a corresponding hole 34 of the associated hub assembly 10A or 10B. Stated differently, for a particular pin 18' of hub assembly 10B, the pin 18' passes first through opening 62' of center member 58 and then through hole 34' of hub assembly 10A. The result is depicted in FIGS. 4-5, which show pins having a length sufficient to be received substantially completely by the openings of the opposite hub. Generally, the diameter of hole 34 is substantially larger than the diameter of pin 18 so as to provide clearance therefore. If either pin 18 or hole 34 lacks circular cross-section, hole 34 preferably still will provide significant clearance for pin 18.

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- Please replace the last paragraph on page 11 with the following amended paragraph:

The foregoing is provided for purposes of illustrating, explaining, and describing exemplary embodiments and certain benefits of the present invention. Modifications and adaptations to the illustrated and described embodiments will be apparent to those skilled in

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the relevant art and may be made without departing from the scope or spirit of the invention. Additionally, although coupling 54 is designed principally for use in aircraft seats with moveable components as shown in FIGS. 7A and 7B, it may be used in other seats (vehicular or otherwise) and for other purpose as appropriate or desired.

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